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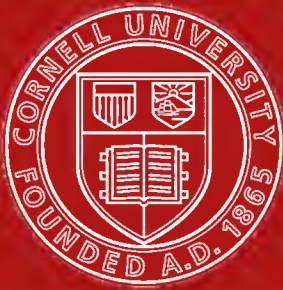
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To the "Old Man,"

CHARLES E. COURTNEY

whose coaching,

and to the "Boys," whose faithful training and earnest work,

have combined to make Cornell pre-eminent in

Intercollegiate Rowing

PREFACE

In the following pages I have attempted to give, not so much a detailed account of the numerous events participated in by the Cornell Navy, as an accurate and brief survey of salient points in its history, beginning with its foundation in the Fall of 1871.

The following record has been gleaned from the perusal of University records (Cornell Era, Magazine, Sun, etc.) from interviews with various interested alumni, and especially with Mr. Courtney, and also from correspondence with members of various crews. Its compilation is the result of a suggestion made by President Schurman, whose recognition of the value of manly outdoor sport as an important adjunct to University work has been a constant source of encouragement to the writer in his efforts to promote the same at Cornell; and also, I might add, whose public expression of his liberal and progressive views concerning physical training has done much to encourage aquatic sports among the students.

Acknowledgment is due Mr. J. P. Troy, of Ithaca, N. Y., for the use of pictures of the 1906 Races at Poughkeepsie, also to Messrs. W. T. Littig & Co., of New York, for the picture of the Cornell University Campus appearing at the end of the book, also to Mr. C. W. Beck, Jr. of The Beck Engraving Co., Philadelphia, for valuable suggestions and special care in making the plates used in this book.

C. V. P. YOUNG.



CORNELL OF THE SEVENTIES



COACH COURTNEY

THE CORNELL NAVY

A REVIEW

By

C. V. P. YOUNG

Professor of Physical Culture at Cornell University
and Director of the Gymnasium



1907

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ITHACA, NEW YORK

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THE CORNELL NAVY

Interest in rowing at Cornell may be said to have begun almost with the founding of the University. That such should be the case is hardly to be wondered at, in view of its commanding site overlooking the beautiful expanse of Cayuga Lake. The first manifestation of the boating spirit, perhaps, is to be found in the existence in '69 of an organization known as the Undine Boat Club, which seems, however, to have been little more than a social club with an aquatic name.

In the Fall of '70, as a result of the enthusiasm created by the visit of Mr. Thomas Hughes of England, a few students conceived the project of forming a University Boat Club, and by the beginning of the Spring trimester sufficient funds had been subscribed to warrant them in forming a permanent organization, which they accordingly did under the title of the Cornell University Boat Club. At about the same time a rival organization was formed under the title of the Cornell University Boating Association. As neither club could claim to be the University Boat Club, however, at the suggestion of Professor Goldwin Smith, the former club changed its name to the Tom Hughes Club, while the "Association" took the name of the Cornell Navy.

Mr. Hughes acknowledged the compliment by a letter, and also by the presentation of a Challenge Cup.*

The letter is interesting, as characteristic of the writer's knowledge of and keen interest in the sport. Writing to the Secretary of the Tom Hughes Club, he says: "I have just found your letter, which I had stupidly mislaid. I hope, however, that Mr. Goldwin Smith has told you that I am very pleased and proud of the compliment you have paid me in naming the first Cornell boat club after me. He will also have told you my views as to starting with a good style (flat back, open knee, long reach forward and sharp recovery, and getting the whole weight on the oar by making as much use of legs as arms), also as to pot-hunting and expensive prizes, which spoil sport. There is no objection, however, to a challenge cup, to be held by the captain of winning boat for the year, and I will try to pick up an old one and send it you over, if the club will accept it. I am afraid it will be a long time before I have any chance of seeing Cornell again, but shall always retain a most happy memory of my first visit.

Believe me most truly yours,

THOS. HUGHES.

House of Commons, June 30, 1871."

*This cup and also the Sprague and Gluck cups, offered a few years later for club and class races, are now in the trophy room at Barnes Hall. Competition for them ceased when six-oared races were abandoned, or soon thereafter.

Following upon the formation of these two clubs, the work of organization was energetically pushed. The Navy, with its larger enrollment of members, was soon able to raise sufficient funds for the purchase of lumber for a house, the students building the structure themselves, and also for the purchase of equipment. This equipment consisted of a queer looking six-oared barge, striped blue and white, nicknamed the "Striped Pig;" an eight-oared gunwale barge, the "Cornell," to which was added a four-oared outrigger, called the "Buffalo." The Tom Hughes Club possessed at this time but a single boat, a six-oared outrigger called the Green Barge, which was kept under an old shed on the Inlet.

Active practice by both clubs began at once. The training of a Navy crew had been intrusted to Goldsmith, the one man who had ever used a spoon oar, and whose instructions were to "pull the stroke and then let the oar skim gracefully back over the water." A challenge was soon received from the Tom Hughes crew, but it was not deemed advisable to accept. In the following spring ('72), however, the two crews came together in the first regatta held by the Cornell Navy.

The regatta was held on two successive days. The first day's race was between a crew from the Ithaca Rowing Association in a four-oared boat called the "Biz," the Tom Hughes crew in their six-oared boat without a coxswain, and the Navy crew, made up from the Class of '73, in their six-oared boat, the "Striped Pig," and with a coxswain.* After two false starts, they were off, and the "Biz" was skimming along finely when Number 2's (Tremen) oar suddenly snapped. He pluckily leaped out, however, and the crew of three continued on their way, until a few minutes later, Number 3's oar broke, and then the "Biz" reluctantly yielded to adverse circumstances and turned shoreward. Meanwhile, the Navy crew started off in good form but before many strokes had been taken, their boat, the "Striped Pig," began to push her nose under water at each stroke, and soon after to fill, leaving her bold and muscular crew to flounder in the water. The Tom Hughes Club rowed the mile and back in eighteen minutes and ten seconds and won the race, although in view of all the circumstances they decided to forego their claim on the prize.

This race was followed by a race between a Freshman crew made up of Schuyler (stroke), 2 Montague, 3 Millspough, 4 Walters, 5 Ostrom, 6 Gardner, 7 Nichols, 8 Knight, with Kiersted as coxswain, and a "picked crew selected on the spot from the crowd on shore." It was won by the Freshmen.

On the second day of the regatta the principal race was between a University crew stroked by Dole, the trainer who had been secured to prepare a crew for the Intercollegiate Regatta, with Dutton, Goldsmith and Bean, the other members, and a Union Springs crew of which the two Courtney brothers were members. The race was won handily by the visiting four.



The Old Boathouse as it was in 1895

* These crews were made up as follows: Ithaca Rowing Association—Doyle (stroke), 2 Treman, E. M. ("a man of song and muscle"); 3 Halsey, 4 Brown. Tom Hughes—Anderson (stroke), 2 Weeks, 3 Devin, 4 Chadwick, 5 Copeland, 6 Southard. Navy—Stoddard (stroke), 2 Dutton, 3 French, 4 Moses, 5 Ferriss, 6 Jayne.

Shortly before the holding of this regatta, the boating interest of Cornell had been harmonized and strengthened by the union of the Tom Hughes Club and the Navy, under the name of the latter. Through the efforts of James B. Edgerly, the secretary, admission was gained to the Rowing Association of American Colleges. A second-hand six-oared cedar shell was purchased from the Yale Navy, and a number of men were placed under the charge of Bill Dole, a professional coach and trainer, in preparation for the Springfield races. Notwithstanding the interest manifested in rowing, however, and the vigorous steps taken to raise the necessary funds, the result was a humiliating failure, and at Commencement time the crew, which had been practicing diligently during the term, was forced to disband for want of financial support. Judging from the showing made in the local regatta, it was perhaps as well that it was so, as far as any chance of winning at Springfield was concerned.



'73 CREW AT QUARTERS

Ferriss (capt.)

Anderson

Phillips

King

Coulter (coach)

Ostrom

Southard

Dutton (not in picture)

In '73, a crew had to be sent to Springfield, or Cornell would cease to be a member of the Association. After strenuous effort on the part of the Navy, the necessary \$1500 were raised, and a trainer was secured in the person of Harry Coulter, former single scull champion of the United States. President White manifested his interest by the gift of a new cedar shell. Coulter was himself preparing for a race, and the quarters at the corner of the lake sheltered as hard working a band of oarsmen as ever went into preparation for a race. A member of the crew tells us what a serious business training was. It consisted, he says, of long daily rows morning and afternoon, supplemented by an hour's jaunt of walking and running in the mid-day sun, dressed in thick flannel shirts and sweaters. Upon returning to their quarters they were put into bed for a half hour under several winter coverlets, preparatory to a thorough rubbing down. The idea seems to have been to reduce every man in weight to the last possi-

ble extremity. Even the drinking of water was forbidden, and we are told that purgative were at times resorted to in order to bring about the desired results.

The crew left for Springfield the 24th of June, and at the outset their chances of victory, in spite of the ordeal through which they had passed, were thought by many to be equal to those of the favorites, Harvard and Amherst. But in the drawing Cornell drew a position from which it was a foregone conclusion she could not win. As a religious journal had it, "When the pious lot was cast into the lap, the wicked crew (meaning Cornell) had the worst position."



Varsity 1873

King

Ferriss (capt.)

Southard

Phillips (sub.)

Ostrom

Anderson

It is interesting to note the criticisms by the Era, directed at the members of the crew before they left for Springfield: "No. 1 (stroke) keeps his position well, but is rather cramped by the boat; his reach is good and he feathers gracefully—in fact, all his points are well kept. No. 2 is the most graceful of the crew in rowing. His reach is splendid, and he has good command of his oar. No. 3 same, about, as No. 2; perhaps is a trifle cooler. No. 4 is good in all respects and a very graceful rower. No. 5 is rather stiff in the back, but is gaining rapidly. In other respects excellent. No. 6 is a good bow oarsman, but in the old shell, which is not large enough to hold the crew, he does not have a fair chance."

In addition to eddies to be contended with, a shoal must be crossed where the water was only a foot deep. In the race Cornell was in the lead until this shallow part was reached, but in crossing it she fell to about ninth place. "The crew put all the strength of their brawny arms into their oars, as they seemed to creep along over the shallow part; but the harder they pulled the more they seemed to drag until at last they were in deep water again, and their powerful stroke began to tell. Passing one boat after another, they were leading the second group of boats as they neared the grandstand, and crossed the line in fourth place, Yale winning, with Wesleyan second, and Harvard third." Under the circumstances, and with eleven crews competing, fourth place was regarded as very creditable, and the Cornellians felt that their crew was one of the best on the river. This year it was decided at the convention of the Rowing Association not to allow in future the employment of professional trainers.

The following winter was passed in desultory attempts at organization, and not until the opening of the rowing season was anything definite known about the crew, although quarters had been engaged for the race at Saratoga (Springfield having been given up as a place for holding the regatta). Throughout the spring training was continued very much as in the

preceding year, Captain Ostrom acting as coach. At Commencement time the crew left for Saratoga. Here everything seemed to go against them, and what with sickness of two of the members and inability to take sufficiently long practice spins, they entered the race without hope of winning. Columbia was first this time, with Wesleyan second, Harvard third, Williams fourth, and Cornell fifth (nine competitors).

In the fall of '74 the Sprague Boat Club was organized to act as a counterbalance, within the Navy, of the Tom Hughes Club. A Fall Regatta was held in which a race between the four class crews was advertised. In this race, when about half of the course had been covered, the '77 boat filled with water and began to sink. The '76 crew, which happened to be



Varsity 1874

Henderson	Ostrom	Myers	Southard
Garver	Corwin	King	Clark

nearest to them, stopped rowing and went to their assistance, thus putting two crews out of the race. Then the '75 crew, after gaining a clear lead of twelve lengths, started to sink just before reaching the line and it prow was hurriedly turned toward the shore. Thus the '78 crew, which would have been last under normal conditions, actually won the race, and that, too, when their bow oarsman had broken his oar within the first half mile and had participated in the race only as a spectator.

Nothing discouraged by previous defeats, John Ostrom, the "Old Man" of the early days, set the men vigorously to work on the two machines in the gymnasium through the winter of '74-'75 (the "machines" consisted of sliding or greased seat, rope through pulley in floor and ceiling and weight in the cellar) and at the breaking up of the ice candidates were set to rowing in the Inlet, until in April a crew was selected.



WINNERS OF '74 CLASS REGATTA

Ames

Thompson
(coach)

Palmer

Morse

Jarvis

Camp

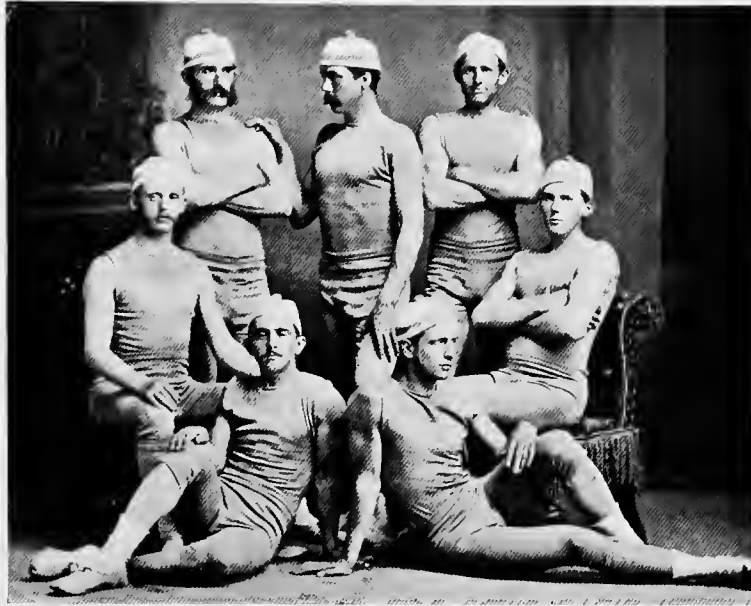
Heublin

The success of the Freshmen in the Fall Regatta had encouraged them also to prepare a crew for Saratoga, and in this first Freshman crew appear the names of "Jack" Lewis and "Al" Smith, now the director of Sibley College, and known as "Uncle Pete."

The coaching of a professional was denied, but fortunately Ostrom was well qualified for the work. He was remarkable not only in devising a novel and effective style of rowing in which a sharp, hard "catch" was one of the principal features, but also remarkable in possessing great endurance and strength, and in being able to select men for the other seats in the two boats who were likewise enthusiastic, strong and determined.

The methods of training a crew were now entirely changed. The old walks and runs were discontinued, the men were allowed to drink water freely, weight was kept up to the normal as far as possible, and training made a pleasure instead of a torture.

In order that the Varsity and Freshman crews should gain as much experience as possible, the Courtney crew of Union Springs was invited to a test of speed. This was looked upon



Varsity 1875

	Ostrom (capt.)	King	Jarvis
Barto			Gillis
Waterman		Gardner	

as inviting disaster, but in the race which followed the University crew won a splendid victory and an immense amount of enthusiasm was aroused among the students as a result.

In the Saratoga races the Cornell Freshmen surprised everybody by winning from Harvard, Brown and Princeton. From last place Jack Lewis' steady rowing and sturdy arm forced his crew to third place, thence to second, and in the last quarter to victory.

Thirteen contestants lined up in the Varsity race. From the time the word was given to the finish of the three miles the struggle for mastery between the leaders, Cornell, Columbia, and Harvard was a desperate one. Spurt followed spurt, until with a final burst of speed, Cornell shot over the line a winner. The order of finish was as follows: Cornell, Columbia, Harvard, Dartmouth, Wesleyan, Yale, Amherst, Brown, Williams, Bowdoin, Hamilton, Union and Princeton (Princeton stopped rowing at about the two-mile point).

Enthusiastic Cornellians rushed into the water and lifting the oarsmen from the boat marched with them upon their shoulders up and down in front of the grandstand. Upon their return to Saratoga the wildest demonstration ensued, and the Cornell oarsmen were the heroes of the hour. A great dinner was given to them at which were present the captains of all the crews. A palace car was provided for the trip home, and the journey was like a triumphal procession. At Ithaca a great arch had been erected on the campus, and the town turned out en masse to join in the welcome.

There have been various versions given as to the origin of the present Cornell yell. One has it that it was first given at the finish of the Freshman race; another that it burst forth spontaneously when the news came to the stand in the Varsity race that Cornell was leading

at the half-mile stake. As a matter of fact, no organized yell was given by the thirty or forty Cornellians in the stand during the time of the races. It was while covering the three or four miles to Saratoga that various yells were tried, one of which,



JOHN N. OSTROM
The "Old Man" of the '70's



FRESHMAN '75

	Grave	Carpenter	
Smith	Borden (sub.)		Lewis
Camp		Palmer	

Cornell-ell-ell-ell, Cornell, was developed into Cornell, I yell, yell, yell, Cornell, and was publicly given for the first time as the two bus loads of Cornellians drew up before the hotel in Saratoga. It was mentioned in the newspapers as being the first time a Cornell yell had been heard.*

* The above version was given to the writer by Mr. R. H. Treman '78, who was in the grandstand at the time, and was a participant in subsequent events. He was in the leading bus on the return to Saratoga and called to those in the rear bus to come up and try a yell they had been practicing.



Varsity Race at Saratoga in 1875 (Three Miles)

The centennial year brought a second series of sweeping victories. Lewis and Smith were moved to the Varsity boat to replace the two who had graduated, and as thus made up, the crew reached even higher practice speed than had the one of the preceding year. The Freshman crew was no less promising, and to complete the list C. S. Francis, whose name for the next twenty years was to be closely associated with Cornell rowing, was selected to represent Cornell in single sculls. In '73 C. S. Dutton had competed in singles and in '74 W. L. Phillips, but success had not attended their efforts. When the eventful day at last arrived, the very remarkable fact occurred that Cornell took the lead at the start in each event and maintained it to the finish.

Francis won his race handily, being the great single sculler of his day among the collegians. His time for the two miles was 13 minutes 42 $\frac{3}{4}$ seconds, which established an inter-collegiate record for the distance, and has not since been equalled.

In the Freshman race against Harvard and Columbia, the latter was hopelessly out of the race before two miles had been covered, and Harvard lagged on many lengths in the rear. The Varsity won in a field of six contestants. The coaching of this crew was assisted in by E. Le B. Gardner '75, a substitute of the preceding year, who was appointed to an instructorship in Sibley College after graduation. The unprecedented series of victories of '75 and '76 were undoubtedly largely attributable, however, to the sound judgment and untiring efforts of John N. Ostrom, stroke and captain for the two years.

The return of the winning crew to Saratoga was a most elaborate and superb affair. The trip home was again one long ovation, being what Dr. Potter termed "Cornell's annual parade." Ithaca simply went wild upon their arrival, forming a procession a mile long and assembling a crowd of several thousand persons in the park to hear speeches and join in the celebration.



"Jack" LEWIS



C. S. FRANCIS

Harvard now withdrew from the Rowing Association of American Colleges as had Yale the previous year, these two deciding in the future to row by themselves. The New York Times in speaking of this withdrawal on their part said, "It cannot be denied that the remarkable and altogether shameless conduct of Cornell in making a clean sweep of everything in the Centennial Regatta is an excellent proof of the sagacity of certain colleges in retiring from a conflict in which apparently they consider they have no chance." Yale went so far as to say that the natural advantages at Cornell were such that other colleges could not hope to beat them—which may or may not be true.



Varsity 1876

Ostrom	Smith	Jarvis
Waterman	Barto	Lewis
(D.) King (sub.)	Palmer (sub.)	

In '77 Cornell was unsuccessful in securing a single race. Harvard in the spring of '78 sent a challenge for a University race, but too late to be considered. Finally during this same spring, after all hope of a race had been given up and practice had been practically abandoned, Harvard accepted the Freshman challenge of earlier date, and a race was arranged to be held at Ensenore on Owasco Lake. A crew was immediately selected and whipped into shape by Varsity oarsmen, assisted at intervals by Gardner. As the race was to be rowed in "eights,"



Varsity 1876

Ostrom (capt)	Lewis	Jarvis	Smith	Barto	Waterman
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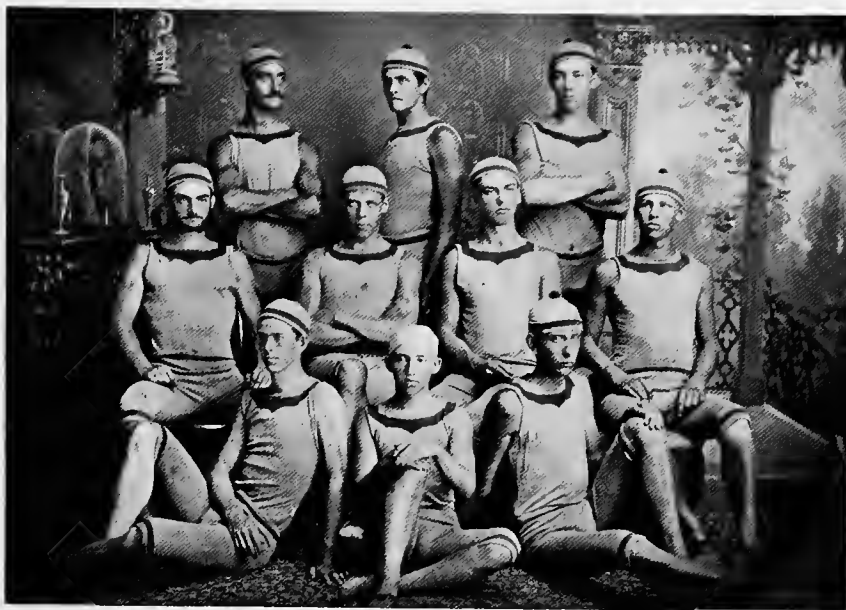
FRESHMAN '76

	Warner		Mason	
Gregory		Baker		Doggett
	Wilcox		Dounce (sub.)	

and was Cornell's first venture in a boat of that description, a new boat was ordered and pending its arrival practice begun in an "eight" kindly loaned by Columbia. The Freshman crews of '75 and '76 were extraordinary ones, but that of '78 was a phenomenal one. Shinkel the stroke, who was afterwards to achieve an unenviable notoriety, was yet possessed of rare qualities as an oarsman; a cool head and wonderful strength of muscle, backed up by pure grit. The race proved to be one of the old time processions, as the Cornell crew was never headed and won by something over three lengths.

The reception of the Freshman eight by students and townspeople did not equal, perhaps, those accorded to the crews of earlier dates, but as the Era comments, "the hospitable village of Ithaca again displayed its good will towards the victors in a way that could leave no doubt as to the friendly relations between "town and gown" in at least one American town."

In '79 a Cornell four-oared crew was defeated on Lake George by Columbia and Wesleyan, which was the first University defeat since '74. Before this race the Era said: "Too



FRESHMAN '78

	Cole	Shinkel	Allen	
Curtice		Cowles	Jayne	Waterbury
	Foster	Elstun	Arnold	

much confidence in the Cornell stroke, and overconfidence in Cornell muscle, has led to an indifference that cannot help but be disastrous, and we do not hesitate to declare that if Cornell is defeated in the coming regatta, it will be the best thing that could possibly happen for future crews at Cornell." A premonition of coming disaster had come as the result of a defeat at the hands of a Watkins crew earlier in the term. By urgent request of the crew and others, Ostrom came back about commencement time full of hope as to the possibilities that might be developed by a few weeks of earnest, careful work. He found the crew hopelessly fixed in their own style and methods of rowing, however; after he had vainly tried to urge upon them certain reforms, and even protested against the trip to Lake George because of their wretched preparation, they entered the race, as he afterwards wrote, "over-confident of their own powers, and indifferent to those of their competitors."

In the Fall Regatta of this year another farcical race took place. The class of '80 was represented by a six-oared crew in an eight-oared boat and carrying a coxswain, while '81 and '82 rowed in six-oared boats. The sport began by a collision between '80 and '81, shortly after which '81's shell suddenly broke in the middle, the two ends going high up in the air. After rounding the stake, '82's boat sank about a quarter of a mile from the finish, while the crew in the eight-oared shell crossed the line high and dry.



Varsity 1879

Mann Jayne Ostrom Shinkel Lewis Allen Warner

As a result of the defeat of the '79 crew, the opening of the season of 1880 was inauspicious for the Navy. After the hardest kind of work on the part of a few rowing enthusiasts, a crew was again entered for the Lake George Regatta, this time to meet Columbia and Pennsylvania. Columbia was the favorite, having won the year before and having already defeated Pennsylvania in a race on the Schuylkill. The Pennsylvania four was a perfect rowing machine, having been coached by the veteran oarsman, Ellis Ward, but it lacked the dash and tremendous power of the Cornell crew, and lost the race by a narrow margin. Columbia came in a poor third.



The Old Gymnasium Remodeled

In 1881 the victors of the Lake George Regatta were sent to compete in the Henley races, where after five weeks' training they lost the three contests in which they were entered. They were not allowed to row in the college race which they especially desired to enter, and in the other races were pitted against the best boat clubs in England. English oarsmen were fair enough to give Cornell the compliment of sending out the best college crew in the world.



VARSITY 1880 and 1881

Read (sub.)

Shinkel

Lewis

Cowles

Allen

The crew also rowed in a regatta on the Danube at Vienna, in which, after gaining a lead of four or five lengths, the stroke fainted or pretended to faint. It is hardly necessary to go into details of the wretched affair. The Era summed the whole matter up by saying: "We were beaten in England by the best crews in the world aided by circumstances very unfavorable to us. We were beaten at Vienna through the treachery of a member of our crew. Humiliating as this admission is, we believe it to be true, and in justice to the other members of the crew the facts should be known."

As a result of this experience upon foreign waters and the debt entailed by the trip, the Fall and Winter of '81 was the darkest period of the Navy. It was not decided until six weeks before the Lake George Regatta that a crew could be sent. Practice was then being held in an "eight," and the four-oared shell that had been ordered was not delivered until two weeks before the race. In the race, Cornell took the lead and held it for part of the first mile, from which position she gradually fell to fourth place. Princeton was leading at the last quarter, but was forced to give way to Wesleyan, when suddenly Pennsylvania by a burst of speed passed the two and won the race, Cornell and Bowdoin coming in last.

In '83 Cornell had one of the best "fours" in her history. In a regatta at Cazenovia, she defeated an Elmira four and Syracuse. In this race, shortly after the start, Cornell's rudder broke, but the bow oarsman simply told the men to follow his instructions, and pull light or strong as he directed. A spectator would have observed nothing unusual, and the boat went straight for the finish buoys, losing little distance by the mishap.



Varsity 1882

Reed

Cowles

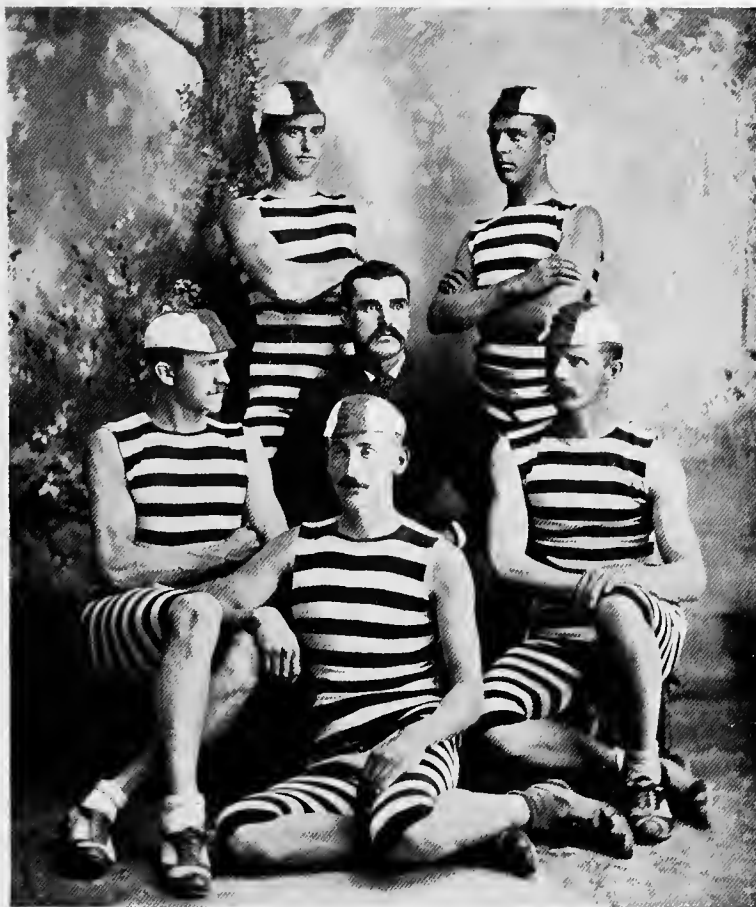
Swarwout

Tuthill

Holman

At the Lake George Regatta, Cornell competed with what were said to have been the strongest crews she had ever met. The Princeton "four" had defeated several boat clubs, and her trainer pronounced them "the fastest crew in America." Pennsylvania also had defeated the Crescents in record time on the Schuylkill. Cornell had received ten days coaching from Courtney, and final touches during the few days at Lake George by C. S. Francis, but otherwise were self-taught. Nevertheless, they astonished the rowing world by defeating Princeton and Pennsylvania by 32 seconds, Pennsylvania coming in second, and the "fastest crew in America" third.

The '84 crew was again coached for a period by Courtney, and was thought to be faster even than the crew of the preceding year. Nevertheless, two races were loss to Pennsylvania, one on the Schuylkill by three-quarters of a second, after a quarter-mile spurt, and the other at Lake George, where only a foot separated the two prows at the finish. For the last hundred yards of this race each boat had gone ahead with the stroke, neither being able to gain an advantage, and in this position the line was crossed, making it the closest intercollegiate race on record.



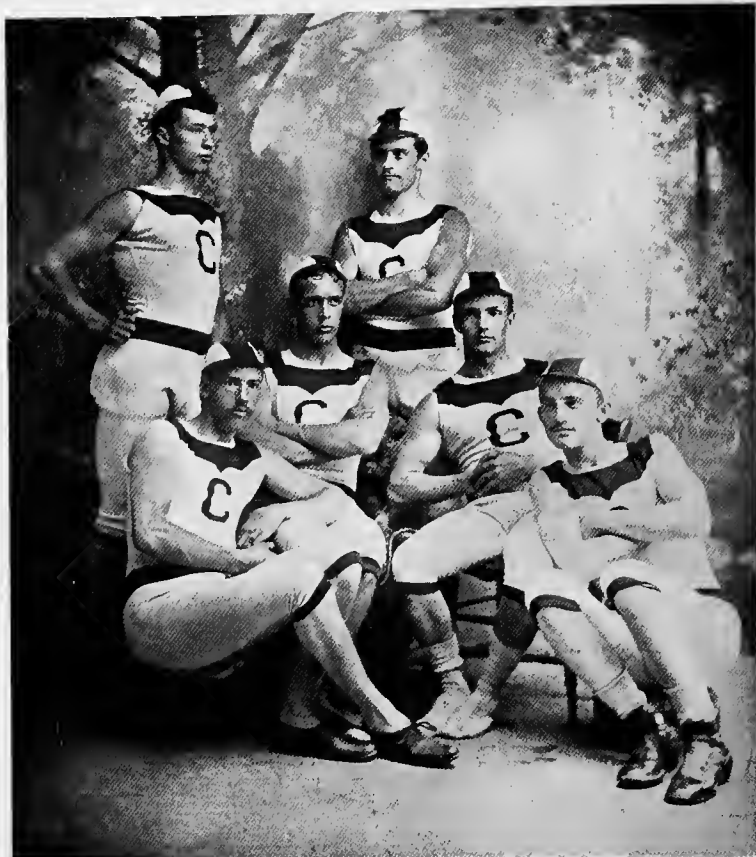
Varsity 1883

Chase	Raht	Courtney	Scofield	Swartwout (capt.)
		Wilcox		

Beginning with the year 1885, Cornell entered upon a series of victories, Varsity and Freshman, which is perhaps without parallel in the history of college rowing. As a matter of fact, after the '78 race with Harvard there was no Freshman crew sent out from Ithaca until 1890 and the first Freshman crew to be defeated was in the year 1897, when Yale and Harvard both crossed the line ahead of her. But between the years 1884 and 1895, no Varsity crew was defeated, although rowing in every year except '86. This may be said to have been largely due to the excellent coaching of Charles E. Courtney. Although his position as permanent coach did not begin until the year 1889, yet he assisted in the training for five or six years



COURTNEY, IN RACING TRIM



VARSIITY 1884

Cornell Barney Scofield Raht Howland Church

previous to that time, and his advice had been a determining factor. His methods, it need hardly be said, were those suggested by common-sense. He was constantly learning, and this knowledge backed up by skill in building and rigging boats, and splendid judgment in the selection of crews from the available candidates, soon combined to establish at Cornell a system which will probably continue as long as intercollegiate rowing exists.

In 1885 Cornell won from Pennsylvania on the Schuylkill, lowering the record for the course. In a regatta held upon Lake Quinsigamond, at Worcester, Mass., her crew finished first in a field of four, but was ruled out on account of fouling with Bowdoin. Bowdoin's course was a very irregular one and it appeared to impartial critics that she was the offender if blame were to be placed upon any one. At any rate, at one point in the race the oars of the two boats interlocked; neither lost but a second, and both started again, Cornell winning, with Brown second, Bowdoin third, and Pennsylvania fourth. Bowdoin protested the race, however, and much to everybody's surprise, Cornell and Pennsylvania were barred out entirely (the former for coming in first, probably, and the latter for coming in last), and Brown and Bowdoin told to row again to decide the winner. This race was won by Bowdoin.

In '86 a crew was selected and went into training, but at the last moment its entry was withdrawn, whether because of lack of funds or for other reasons is not clearly stated. The reputation of the Navy was upheld by the victory of H. S. Howland in the Junior single scull



Varsity 1885

Scofield

Olmstead

Howland

Holman

event at the National Regatta. He was pitted against several of the fastest amateurs in the country, but crossed the line well in the lead, after a "stern chase" throughout almost the entire length of the course.

In 1887 Cornell won a race at Newark, on the Passaic, against three boat clubs, and at Worcester defeated Bowdoin by less than three feet over a mile and a half course, after a struggle which left both crews completely exhausted and hardly able to maintain their seats. The Cornell crew had been coached by Albert Hamm and John Teemer, two professional oarsmen who were preparing for the National championship.



Varsity 1887

	Stranahan	Balch
Peck	Teemer (coach)	Psotta
		Fielder

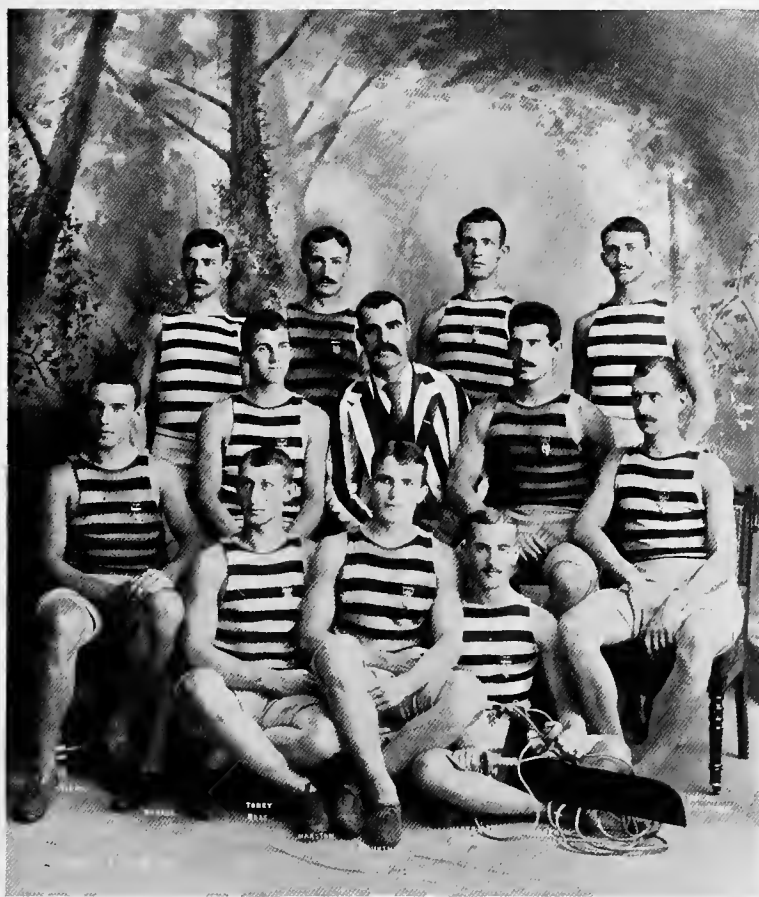
The following year Cornell rowed her last Varsity race in a "four," defeating Pennsylvania and the New York Rowing Club at Philadelphia. The crew was accompanied by Courtney, and because of their diminutive size as compared with other crews, had been nicknamed before the race "Courtney's babies." In the first race (two heats were rowed on successive days) one of the "babies" slipped his seat at the start and they were five lengths in the rear when they finally got off. Nevertheless, the "babies" won the race, and within a few seconds of the best record ever made on the course.

For the first time in the history of American boating a college student, Commodore Psotta of the Cornell Navy, this year won the amateur championship of America in Senior singles at the National Regatta. The next year he rowed at the Henley Regatta, winning the two preliminary heats, but losing in the finals. In one of the heats, Psotta's opponent ran into some skiffs, but Psotta stopped rowing, waited for him to catch up, and then spurted ahead and won the race. He entered the finals a sick man, having lost thirty pounds during his six weeks' stay in England, and his pluck and skill were everywhere commented upon.

In '89 Cornell was represented by her first Varsity "eight." The historic crews of the '76 period were six-oared and, with the exception of a Freshman "eight," from that time on were four-oared. A three-mile race was arranged with Columbia and Pennsylvania at New London. Cornell won, but the Cornell and Columbia boats lapped each other almost the entire distance, and only nine seconds separated them from Pennsylvania. Cornell also won the Sharpless cup against two boat clubs at Philadelphia, and on the following day won the Child's cup against Pennsylvania, in which race a world's record of 6 minutes 40 seconds was established for one and a half miles.



Varsity 1888
McComb Thayer Dollar Tobey (capt.)



Varsity 1889
Barker (sub.) Marston Hagerman Healey (sub.)
Colnon Tobey Courtney Thayer (capt.) Benedict
Ross Dole Emerick

The success of the '89 crew created great enthusiasm, and for the following year a Freshman crew in addition to the Varsity was decided upon. The Varsity crew had no difficulty in defeating Bowdoin in a race on Cayuga Lake. They also won from Pennsylvania at New London, establishing a record of 14 minutes 43 seconds for the three miles. Entering upon the second mile of this race, stroke Dole's oar struck a wave, and it flew from his grasp, striking him on his chest and knocking him backward. No. 7 (Upton) rowed one stroke over his prostrate form and at the next pushed him back into place, so that he caught his oar and went on without a break, the boat meanwhile maintaining its lead and winning by two lengths.



Varsity 1890

Emerick Dole Upton Hagerman Marston Hill Wolfe Benedict (capt.) Osgood

A Freshman race was arranged with Columbia and, owing to a misunderstanding on the part of Yale and Harvard, Yale was admitted to a triangular contest. The Yale Freshmen were a stalwart crew, and were expected by their partisans to give a good account of themselves. The race attracted a good deal of attention as being the first opportunity to compare the Courtney and Cook methods.

From the start the Cornell Freshmen jumped into the lead, increasing it to two lengths over Yale at the end of the first mile and three at the finish, establishing a record of 11 minutes 16 1/4 seconds for Freshman crews. Yale led Columbia by one length. Bob Cook is reported to have said as the flag dropped at the finish, "I never want to see that stroke again."

In '91 both Varsity and Freshman crews were up to the usual standard, the Freshman defeating Columbia at New London, and the Varsity winning from Pennsylvania and Columbia in the world's record time of 14 minutes 27 1/2 seconds. As the Columbia Freshmen defeated Yale and Harvard, Cornell held the undoubted supremacy in the Freshman crews.



CORNELL BOATHOUSE (AS BUILT IN 1890)

CORNELL LAUNCH



VARSIITY 1891

Allen Witherbee Marston Kelley Wagner Hill Wolfe (capt.) Benedict Young

Both races were held on Cayuga Lake the next year. The Columbia Freshmen were defeated by 7 1/2 lengths and the Pennsylvania Varsity by 5 lengths. The New York Athletic Club was also defeated by the Varsity on the Passaic River, in which race the record for the course was lowered by twelve seconds. Through a misunderstanding of the signal, Cornell was two lengths behind at the start, but the distance was made up in the first half mile.



VARSIITY 1892

Kelley Barr Wagner Dole Marston (capt.) Witherbee Gilson Hall Allen

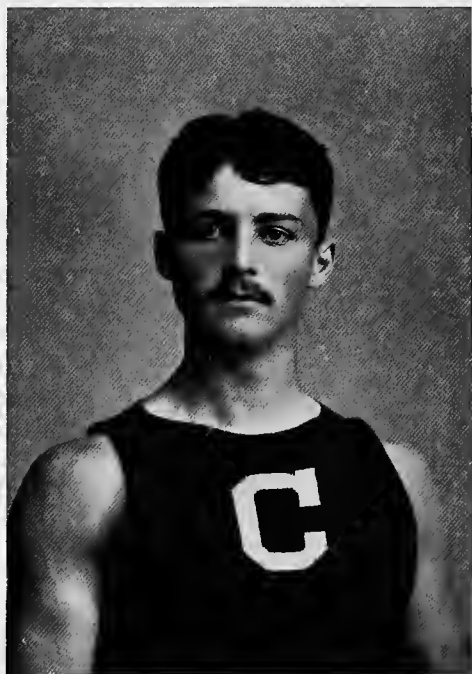
In '93 the Columbia Freshmen were defeated at New London by 11 lengths, and the Pennsylvania Varsity, coached by Mr. Woodruff, Yale's famous oarsman, was defeated at Lake Minnetonka, in Minnesota, by 2 1/2 lengths in the first four-mile contest. The Cornell crew rowed in an aluminum boat by way of experiment, the metal being manufactured by Cowles of the '81 Henley crew, but the change did not commend itself as being advantageous.



Varsity 1893

Sherman Hall Gilson Troy Shape Robbins Hagar Barr (capt.) Freeborn

The Pennsylvania Varsity was again defeated in '94 at Philadelphia, while the Freshmen defeated the Dauntless Boat Club of New York on Cayuga Lake. Down to this time, Cornell had won 19 Varsity races at home and lost 6.



GEORGE PEASE WITHERBEE

George Pease Witherbee, to whose memory the Witherbee Club House on Percy Field was erected, was drowned on Lake Champlain in the summer of '92. While out sailing with a party of boys, the yacht was capsized by a sudden squall. The boat was heavily ballasted with iron, and immediately sank. Witherbee, true to the manly spirit which always characterized him, endeavored to save one of his companions and lost his life in the attempt. "One of Cornell's best students, ablest athletes (captain of the Football Team for the following year), and a true gentleman."



Hagar

Shape
Carver

Robbins
Allen

Brown (Com.)
Hall (capt.)

Freeborn (F. W.)
Dyer
Freeborn (A. C.)

Hamilton (sub.)
Troy (sub.)



"Walt" Fowler

Because of her long list of victories, it was decided in 1895 to send a crew to compete in the Henley Regatta. The Henley course is one mile 550 yards in length. The crew left about six weeks before the time of the races. The first heat was against Leander, and was won on a fluke, the Leanders not rowing more than a half dozen strokes and protesting the start, which protest, however, was not allowed. The second heat was against Trinity Hall, a Cambridge eight, and at about the mile post, when in the lead, a Cornell man caught a crab which knocked the oar out of his hand, and the crew went to pieces, thus ending another excursion to foreign waters in humiliating failure.

Concerning the Leander incident, there is no question but that the crew acted under its legal rights in accepting the decision of the Stewards as final, but it failed never the less to do



HENLEY CREW ON THE THAMES 1895

Colson Hall Louis Dyer Fennell Freeborn (capt.) Hagar Spillman Roe

the right thing, whatever may be urged in extenuation. The crew and its advisers certainly failed accurately to appreciate the sentiment of English rowing men regarding the extent to which courtesy as opposed to law or technicality should prevail in such an emergency. A great opportunity was sacrificed in not at once insisting upon another start, or at least offering Leander the chance to row in another race.



HENLEY—BETWEEN HEATS



HENLEY—FINISH OF COURSE

In explanation of their position, the members of the crew gave out the following statement prior to their departure from England:

"In view of the discussion over the action of the Cornell crew in Tuesday's race, we believe the position of the Cornell crew in the matter should be clearly defined. The umpire, as we interpret the rules of racing, has entire control of a race after it has been started, and to disregard his command is sufficient reason to disqualify a crew. On Tuesday the usual question 'Are you ready?' was asked, and as no negative reply was heard by the umpire from either crew, the word 'Go' was given. Cornell started and Leander also drew away from the post. We soon discovered that Leander had stopped rowing, but the umpire did not recall us, nor did he in any way indicate his desire to have us return. Had he done so we would have stopped at any point on the course. He followed us to the finish, and awarded us the heat.

"Under the rules governing racing as we understand them, had Cornell not rowed over the course, we would have been liable to disqualification from entry into any subsequent heat, and thereby debarred from further competition for the grand challenge contest. No one can regret the outcome of this lamentable affair more than the members of the Cornell crew. They certainly did not come to England to claim a race from Leander or any other crew by default.

"The crew has never authorized any statement to the effect that Cornell would not consider a proposition for another trial between Leander and ourselves. However, we did

not feel at liberty to suggest a contest until after the subsequent heats had been decided. It certainly would have been premature on the part of Cornell to take any action in the matter before the result of the subsequent heat in which Cornell was to row, since Leander would undoubtedly not care to row us had we been defeated by another crew. So far as Cornell is concerned in connection with the grand challenge cup, we acknowledge our defeat after a hard race with Trinity Hall. We have no excuses to offer; we were fairly beaten, and we take this opportunity to express our sincere thanks to the English public for the many courtesies extended to us during our five weeks' sojourn in their country."

(Signed)

"Freeborn."

Thus closes a second chapter in the history of Cornell rowing. May the third have a more auspicious ending!



POUGHKEEPSIE CREW 1895

Slade Chriswell Moore Crawford Johnston Sanborn Tatum Troy Richardson

At home, in the initial regatta held at Poughkeepsie, Cornell also suffered defeat. The race was rowed in very rough water, Pennsylvania's shell sinking at the three mile point, and Cornell's just after crossing the line five lengths behind Columbia. The Freshman crew won from Pennsylvania on Cayuga Lake.*

There has been considerable discussion as to whether or not the Cornell stroke was materially altered as a result of the Henley experience. A very illuminating letter from President B. I. Wheeler of California University, formerly professor at Cornell, and, with the exception of the trip abroad, in charge of Cornell boating interests for many years, may be cited on this point: "There is no doubt," he says, "that our crew in the Henley year tried a sharper, quicker stroke, having some regard to the shortness of the Henley course, and that in following years the stroke was gradually lengthened out. Mr. Courtney at the time told me that the stroke accommodated itself to the convenience and power of the men who

*During Courtney's absence abroad with the Henley crew, his place was ably filled by Fred R. White of Cleveland, Ohio, a senior in the Law School and Manager of the Football team. He had also directed the work of the Freshman crew the previous year.

happened to be in the boat, particularly the stroke oar. There can be no doubt, however, that the Cornell stroke was a much longer and slower stroke in the years succeeding Henley, but it must be remembered that in 1897 and 1898 a stroke oar of characteristic figure sat in the boat, and he was not unlikely to be a very determining factor in what the crew did. In training his crews Mr. Courtney rarely paid attention to the number of strokes a minute, further than to note the fact. He rarely, if ever, gave any directions as to the length of the stroke or the time. I have been with him so much on the coaching launch that I can vouch for this much. If you can solve the riddle of the fact of the lengthened stroke you can certainly do more than I can." This view would seem to bear out the contention of Cornell oarsmen and of Mr. Courtney himself, that the stroke has always been fundamentally the same with the exception of slight modifications, but that its length or rapidity is largely determined by the individual characteristics of the members of the crew.

In '96, owing to another interruption of athletic relations between Yale and Harvard and largely through the efforts of Professor H. S. White of the Cornell Faculty (Harvard '73), a two year rowing agreement was made with Harvard, and Pennsylvania and Columbia were invited to join in a four cornered race, Poughkeepsie being agreed upon as the place for holding the regatta.

Casper Whitney conceded this race to Harvard, as being the fastest and smoothest rowing crew on the river. However, if Columbia, with seven of her last year's crew, improved as she had the power of doing, she might surprise them all, while Cornell, he said, could hardly be expected to maintain her excellent form and speed after two miles.

The Freshmen won their race in magnificent form, although at the second stroke, her bow oarsman's lock spread and for the greater part of the two miles his attention was concentrated upon the oar for fear that contact with the rough water would throw it from the lock. In the Varsity race, Harvard led for the first mile, and was even with Cornell at the



Varsity 1896

(Immediately after race at Poughkeepsie)

Ludlam Chriswell Moore Freeborn (capt.) Savage Spillman Tatum Briggs Colson

second, but from that point, Cornell gradually forged to the front, winning by something over two lengths, and establishing a record of 19 minutes 29 seconds for the four miles. Harvard was second, Pennsylvania third and Columbia fourth.



VARSIITY 1897

Colson Briggs Savage Spillman Odell King Moore Bentley Wakeman

The following year athletic relations were resumed between Harvard and Yale. At Harvard's suggestion, Cornell acquiesced in a three-cornered race to be held at Poughkeepsie, the request of the Cornell Council that Pennsylvania and Columbia be also invited to participate, not being assented to. The Harvard crew was this year coached by Mr. Lehman, the famous English oarsman. At the time of the race, he regarded the Harvard crew as a fair average of a good Oxford or Cambridge crew. Bob Cook, the Yale coach, considered Harvard's crew the fastest she had ever had, and that the race was in doubt as between Harvard and Yale.

The race itself was described by a metropolitan paper somewhat as follows: Yale started behind Harvard, but after a dozen strokes they were as nearly level as possible. Cornell was half a length in the rear and would of course disappear entirely, then for a minute all were even. At the mile, it looked as if Cornell were leading; at the mile and a half Yale was half a length ahead of Harvard, and from that point it was a continual struggle between the two for second honors. Cornell was rowing with perfect smoothness and ease, but she seemed constantly to gain. At the two mile and a half point she led Yale by two lengths, which was gradually increased to four at the finish, with Harvard 3-1/2 lengths behind Yale. Harvard's stroke fainted as the line was reached, and several others were on the point of collapse, but the other crews seemed little the worse for the four mile struggle.

One correspondent said that Cornell won the race with so little seeming effort that one could hardly believe she wasn't rowing in a steam launch. Bob Cook said it was, with the exception of Henley, the first real race Yale had rowed in for ten years, and that it was a contest in which Yale might well feel proud to have come in second.

In the Freshman race, Cornell lost for the first time in the history of her Freshman crews, Yale and Harvard both crossing the line in front of her and all three crews breaking the record for two miles.

A week later the Freshmen defeated Pennsylvania and Columbia in a terrific struggle, while the Varsity defeated Columbia by ten lengths, Pennsylvania swamping at about the two and a half mile point. Earlier in the year the Cornell second Varsity defeated the Naval Cadets at Annapolis over a two mile course by about two lengths.



Varsity 1898

Colson Briggs Savage Beardslee Moore Bailey Wakeman Bentley Dalzell



"Freddie" Briggs at New London 1898
(Before the Race)

In '98, the arrangement of the preceding year continued, except that the race with Yale and Harvard was held at New London. Mr. Lehman returned to coach Harvard, and Yale joined in the race.

The struggle for first place was again between Yale and Cornell, the latter winning by 14 seconds. The Freshman race was also a repetition of the previous year's contest, the result being in doubt until the very last, and the three boats lapping as they crossed the line, Yale first, Harvard second, and Cornell third.

A week later came the Saratoga Regatta in which the Varsity race was won by Pennsylvania by three lengths, Wisconsin third, but fighting it out with Cornell for second place, and Columbia fourth. At the mile point Wisconsin led slightly, but the four boats were neck and neck. Cornell gained on



FINISH AT NEW LONDON 1898

(Cornell)

(Yale)

(Harvard)

Wisconsin, but before the two mile post was reached the Pennsylvania boat went ahead with a rush, while Columbia was gradually dropping to the rear. The Pennsylvania men responded gamely to the calls of their coxswain and from the beginning of the last mile slowly increased their lead. There was a glorious sprint down the stretch between Wisconsin and Cornell, the former being slightly in the lead as they entered on the last quarter but losing out by three quarters of a length. Columbia was about four lengths behind Wisconsin. The Freshmen won from Columbia and Pennsylvania by eight lengths.



On Decoration Day in 1899 a race was held on Cayuga Lake between the Junior Varsities of Pennsylvania and Cornell, the latter winning by three-quarters of a length. Yale and Harvard this year resumed their dual contests at New London, while Cornell continued her races on the Hudson in the Poughkeepsie Regatta. Three events were held—Varsity, Freshman, and Four-oared. The first was largely between Pennsylvania and Wisconsin, the splendid rowing of the latter being sacrificed by the bad steering of her coxswain. Cornell was third and Columbia fourth. Pennsylvania also won the Four-oared race but lost the Freshman to Cornell.

"Freddie" Briggs at New London 1898
(After the Race)



Varsity 1899

Smallwood	Hartley	Beardslee	Lyon	Gould (com.)	Courtney
Vanderhoef	Dalzell	Sweetland	King	Robbins	Wakeman
		Fisher (capt.)			

It was felt throughout the season of '99 that the Varsity crew was not up to the standard, and its defeat at the hands of Pennsylvania and Wisconsin was not so much of a surprise. Such was not the case the year following, however, when Cornell failed to win a race. At the Decoration Day Regatta in Philadelphia she was represented by her Freshman crew, and came in second, with Pennsylvania first and Columbia third. The Varsity race at Poughkeepsie was again won by Pennsylvania, with Wisconsin second, Cornell third, Columbia fourth, and Georgetown fifth. The Freshman race was won by Wisconsin, while the four-oared went to Pennsylvania in the record time of 10 minutes 31 $\frac{1}{5}$ seconds.

The years of 1900 and 1901 witnessed a revival of interest in college aquatics. Not since the Saratoga days of '75 and '86 had so many Varsity crews been training for the Poughkeepsie Regatta. In 1901 Syracuse was represented by a Varsity "eight," bringing the number of contestants in this event up to six. Cornell this year resumed her position of supremacy, winning the main event in the world's record time of 18 minutes 53 $\frac{1}{5}$ seconds; also the four-oared race against Columbia and Pennsylvania, and losing the Freshman race only through one of her oars jumping the lock, she being well in the lead at the mile and three-quarter point, where the accident occurred.

The winter of 1900 witnessed the presentation of a magnificent cup by the Chicago Alumni for class competition, which has been annually contested for in a fall regatta.



Varsity 1930

Long Robbins Dalzell (capt.) Francis Smallwood Beardslee Petty Vanderhoef Hartley

The Decoration Day Regatta on Cayuga had also been won by Cornell, with Columbia second and Pennsylvania third.

On Decoration Day of 1902 crews were entered in two regattas, one against Syracuse and the Newell Club of Harvard on Cayuga, which was won by Cornell; and one against Pennsylvania and Columbia on the Schuylkill, which was won by Pennsylvania, with Cornell third.

Cornell won first place in the three events at the Poughkeepsie Regatta, being represented by a Varsity crew which Courtney said was the finest rowing crew he had ever seen and capable of going faster than any crew that had ever represented Cornell.



F. D. Colson

The fall of '99 was marked by the appointment of Fred D. Colson, B. L. '97, LL. B. '98, as assistant coach to Mr. Courtney. He has continued in that capacity until the present, at the same time carrying on the work of an instructorship in the Law School, with the exception of the spring term of 1904, when he was given a leave of absence to enable him to assist in coaching the crew at Harvard University.

WORLD'S RECORD CREW (18:53¹/₅)



Varsity 1901

Smith Robbins Petty Vanderhoef (capt.) Lueder Van Alstyne Kuschke Merrill Hazelwood

In 1903 the performance of the previous year was repeated, Cornell winning the Junior event on Decoration Day against Pennsylvania and Harvard, and the Poughkeepsie races in one, two, three order. The Freshman crew broke the intercollegiate record made by Yale at Poughkeepsie in '97 by rowing the two miles in 9 minutes 18 seconds.

The Poughkeepsie Regatta in 1904 was won in both Varsity and Freshman events by Syracuse, a comparative novice in intercollegiate rowing. The Syracuse crews had been coached by the veteran oarsman, Ten Eyck. Owing to the contingency occasioned by sickness of two of the men in the Cornell boat it was decided to row the Foote boys in two successive races, the four-oared and Varsity. Although the Varsity was undoubtedly weakened by this policy, the loss of the race has not generally been attributed to that fact. The four-oared race was won by Cornell by eight or nine lengths. The Decoration Day race was against Harvard on Cayuga, Cornell winning by three lengths.



Varsity 1902

Smith Coffin Hazelwood Frenzel Lueder Van Alstyne Petty (capt.) Merrill Sebring

Decoration Day 1905 is one long to be remembered by Cornellians. On that day the Harvard Varsity was defeated at Cambridge by six lengths in a two-mile race, with banks and housetops thronged by a tremendous crowd. At the same time the Junior Varsity, with a stroke taken from the Freshman crew at the eleventh hour, was clipping two seconds from the record of the American Henley course on the Schuylkill, defeating the Yale and Pennsylvania representatives; while in other branches Manhattan was defeated in baseball 2 to 0, and the Inter-collegiate Track Meet was won at Philadelphia by a close margin.

The 1905 Varsity crew was easily the best of the long line of Cornell crews, many experts agreeing that it was the fastest crew that ever sat in an American shell. The time of the four-mile race at Poughkeepsie was not fast, owing to unfavorable conditions at the time, but previously the crew had rowed over the course in 18 minutes 33 seconds and had rowed up-stream in 18 minutes 24 1/2 seconds.





VARSITY 1903

Buchanan Coffin Edmonston Nutting Foote Van Alstyne Brandow Wadsworth Lueder



SAGE COLLEGE CREW

(Undisputed Champions of Beebe Lake)



VARSITY 1904

Heggem Nutting Stone Ballinger Foote (G. W.) Wadsworth Fernow Foote (E. T.) Boesch

When the starting signal was given Cornell was not headed straight, and it required three or four quick splashing strokes to turn the boat into its course. After that, however, the crew settled down to a long, slow thirty-two to the minute stroke, which was not varied for a



The Oaks

CORNELL QUARTERS AT POUGHKEEPSIE



VARSITY 1905

Taylor Foote (E. T.) Lee Fernow Foote (G. W.) Dods Boesch (Com.) Barton Stowell

moment throughout the course. At the half-mile Cornell was comfortably in the lead ; at the mile, six lengths of open water separated her from her nearest competitor, and from there on a length was gained with each minute of the race. While the other crews engaged in a terrible nerve-racking struggle for supremacy, Cornell just rowed on and on in the distance. As someone expressed it, it seemed like a dream, or like a farce comedy concocted for the entertainment of those twenty thousand spectators. The order of finish was, Cornell, Syracuse,



(Other Crews)

FINISH OF 1905 VARSITY RACE

(Cornell)

Georgetown, Columbia, Pennsylvania, Wisconsin. The Freshman race was won by Cornell by eight lengths, with Syracuse second, Columbia third, and Pennsylvania fourth. Syracuse won the four-oared from Cornell by three-quarters of a length in record time, with Pennsylvania, Columbia and Wisconsin following.



(Cornell)

JUNIOR VARSITY RACE (Cayuga Lake 1906)

(Pennsylvania)

In 1906, Cornell was still supreme, winning the Poughkeepsie regatta in Varsity and four-oared events, but losing to Syracuse in the Freshman. In the Varsity race, soon after the start, the six boats divided into two groups with Cornell leading Syracuse and Pennsylvania in the first group, and Wisconsin, Columbia and Georgetown making up the second. At the end of the mile, Cornell was leading slightly with Pennsylvania second, which lead was maintained throughout and increased to a length and a half at the finish. Syracuse struggled with Pennsylvania for second place, with Wisconsin, Columbia and Georgetown following. The four-oared was won by Cornell, in a runaway race, while the Freshman was the spectacular race of the day, Syracuse winning by a length, Cornell second, Wisconsin third, by probably less than five feet, and Columbia and Pennsylvania following. On Decoration Day, at Cambridge, defeat had again been administered to the Harvard crew, which later won from Yale at New London and lost to Cambridge University in England.

This ends the record of the Cornell Navy to date (January 1, 1907). What the future holds in store for her we can only surmise; but if a system firmly established upon a broad common sense basis, a long and creditable list of victories, determination on the part of an enthusiastic and ever increasing body of "grads" and "undergrads," count for anything, Cornell will continue to win a fair share, and perhaps something more than a fair share, of victories on the water.

In the fall of 1905 an intra-college challenge cup was offered by Mr. J. H. Barr, a former professor, and at the time an Alumni Trustee of the University. The first regatta for that trophy was held in May, 1906, on the Inlet, over a quarter-mile course, and was won by the College of Civil Engineering. The races were rowed in eight-oared gigs, two crews rowing at a time, and five colleges competing. It promises to be one of the popular rowing events of the year.



TAYLOR FOOTE LEE COX GAVAT DODS STOWELL BARTON NEWMAN

If asked to analyze the causes of her past success, I should perhaps say with Mr. C. S. Francis, in a letter written some years ago, that it has been the result of the exercise of good judgment in the selection of the personnel of the crews, of faithful training on the part of those selected, and a determination not to admit the possibility of defeat. "While not taking from the oarsmen one tittle of credit, however," he goes on to say, "and while appreciating at their proper value advantages of good water, and the big hill, which does much toward developing leg muscle and lung power, yet to the intelligent and careful coaching of Mr. Charles E. Courtney more than to all other causes combined, is the Cornell Navy indebted for her long list of victories."



A SPEED TRIAL ON THE HUDSON



THE "OLD MAN" AND COXSWAINS (1906)

A DAY AT THE POUGHKEEPSIE RACES

1906



GETTING ON THE OBSERVATION TRAIN



THE START OF THE FOUR-OARED

Pennsylvania (4)

Syracuse (3) Columbia (2)

Cornell (1)



AT THE MILE

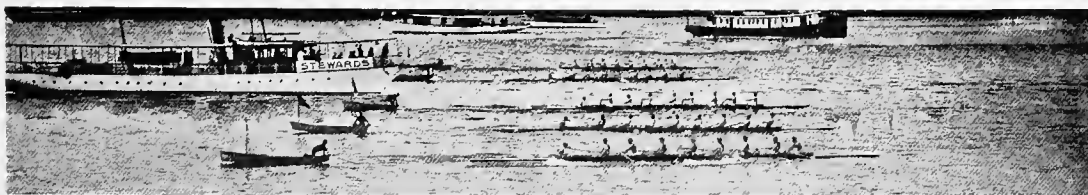
Syracuse (2)

Cornell (1)



AT THE MILE AND A HALF

Cornell (1)



START OF THE FRESHMAN

Wisconsin (5) Pennsylvania (4) Cornell (3) Syracuse (2) Columbia (1)



HALF MILE

Pennsylvania (5) Columbia (4) Wisconsin (3) Cornell (2) Syracuse (1)



MILE

Columbia (5) Pennsylvania (4) Wisconsin (3) Cornell (2) Syracuse (1)



FINISH

Columbia (4) Wisconsin (3) Cornell (2) Syracuse (1)



START OF THE VARSITY

Pennsylvania (6) Georgetown (5) Cornell (4) Wisconsin (3) Columbia (2) Syracuse (1)



HALF MILE

Columbia (6) Georgetown (5) Wisconsin (4) Syracuse (3) Pennsylvania (2) Cornell (1)



MILE

Columbia (6) Wisconsin (5) Georgetown (4) Syracuse (3) Pennsylvania (2) Cornell (1)



MILE AND ONE HALF

Columbia (6) Georgetown (5) Wisconsin (4) Syracuse (3) Pennsylvania (2) Cornell (1)



Georgetown (6) Columbia (5) Wisconsin (4) TWO MILES Syracuse (3)



TWO AND ONE HALF MILES
Pennsylvania (2) Syracuse (3) Cornell (1)



THREE MILES
Syracuse (3) Pennsylvania (2) Cornell (1)



THREE AND ONE HALF MILES
Syracuse (3) Pennsylvania (2) Cornell (1)



FINISH POUGHKEEPSIE '06 (Just after Crossing the Line)

Syracuse (3) Pennsylvania (2) Cornell (1)

CORNELL NAVY RECORD

MEMBERS OF THE CREWS

1873 Varsity

Bow R. Anderson
2 J. N. Ostrom
3 J. H. Southard
4 C. S. Dutton
5 F. B. Ferriss (Captain)
Stroke C. C. King
Substitute

E. L. Phillips *

1875 Varsity

Bow J. S. Waterman *
2 D. O. Barto
3 A. R. Gillis
4 J. L. Jarvis
5 C. C. King
Stroke J. N. Ostrom (Captain)
Substitute

E. Le B. Gardner

1876 Varsity

Bow J. S. Waterman *
2 D. O. Barto
3 A. W. Smith
4 J. L. Jarvis
5 John Lewis
Stroke J. N. Ostrom (Captain)
Substitutes

L. Palmer
D. W. King

1877 and 1878, No Varsity

1874 Varsity

J. N. Ostrom (Captain)
L. F. Henderson
P. Clark
M. M. Garver
R. W. Corwin
C. C. King

J. H. Southard

1875 Freshman

L. Palmer
J. L. Camp, Jr.
V. De Loss Grave
A. W. Smith
H. I. Carpenter *
John Lewis (Captain)

1876 Freshman

F. N. Wilcox
G. T. Baker
W. Doggett
E. W. Gregory
J. W. Warner
J. P. Mason (Captain)

G. A. Dounce

1877, No Freshman

1878 Freshman

Bow	E. O. Curtice
2	C. E. Foster
3	H. T. Waterbury
4	A. H. Cowles
5	J. G. Allen
6	D. L. D. Jayne
7	E. H. Cole
Stroke	J. N. D. Shinkel (Captain)
Coxswain	V. Elstun
<i>Substitute</i>	B. Arnold*

1879 Varsity

Bow	J. W. Warner
2	J. G. Allen
3	J. N. D. Shinkel
Stroke	John Lewis
<i>Substitutes</i>	D. D. Jayne
	G. M. Mann*

1880 Varsity

A. H. Cowles
John Lewis
J. G. Allen
J. N. D. Shinkel

1881 Varsity (Henley Crew)

Bow	A. H. Cowles
2	John Lewis
3	J. G. Allen
Stroke	J. N. D. Shinkel
<i>Substitute</i>	J. E. Read

1882 Varsity

J. F. Tuthill
A. H. Cowles
S. S. Holman
H. B. Swartwout
E. C. Reed

1883 Varsity

Bow	C. A. Raht
2	F. G. Scofield
3	C. C. Chase
Stroke	H. B. Swartwout (Captain)
<i>Substitute</i>	F. E. Wilcox

1884 Varsity

C. A. Raht
A. L. Cornell
H. S. Howland
F. G. Scofield (Captain)
W. G. Barney
W. Church

1885 Varsity

Bow	H. S. Howland
2	S. S. Holman
3	E. M. Olmstead
Stroke	F. G. Scofield (Captain)

1886, No Varsity

1887 Varsity

Bow	W. Stranahan
2	G. L. Fielder (Captain)
3	W. H. Peck
Stroke	A. C. Balch

1888 Varsity

W. B. Tobey (Captain)*
W. M. Dollar
G. H. Thayer
R. L. McComb
<i>Substitute</i>
J. D. Ross

1889 Varsity

Bow J. D. Ross
 2 H. A. Benedict
 3 A. G. Colnon
 4 W. B. Tobey *
 5 A. W. Marston
 6 P. Hagerman
 7 G. H. Thayer (Captain)
 Stroke W. S. Dole
 Coxswain L. W. Emerich
Substitutes
 H. L. Baker
 L. W. Healy

1890 Varsity

Bow W. D. Osgood *
 2 H. A. Benedict (Captain)
 3 J. M. Wolfe
 4 T. W. Hill
 5 A. W. Marston
 6 P. Hagerman
 7 D. Upton
 Stroke W. S. Dole
 Coxswain L. W. Emerich

1890 Freshman

G. P. Symonds
 F. W. Kelley (Captain)
 C. B. Hadden
 A. T. Baldwin
 G. V. Fowler
 C. J. Barr
 W. Young
 G. P. Witherbee *
 E. P. Allen *
Substitute
 E. A. Griffith

1891 Varsity

Bow W. Young
 2 F. W. Kelley
 3 J. M. Wolfe (Captain)
 4 T. W. Hill
 5 G. F. Wagner
 6 G. P. Witherbee *
 7 A. W. Marston
 Stroke H. A. Benedict
 Coxswain E. P. Allen *
Substitutes
 C. J. Barr
 E. A. Griffith

1891 Freshman

R. B. Daggett
 W. H. Dole (Captain)
 F. S. Root
 W. H. Dunham
 A. H. Place
 T. Hall
 E. G. Gilson
 W. G. Kranz
 T. S. Clark
 S. G. Higley

1892 Varsity

Bow F. W. Kelley
 2 C. J. Barr
 3 C. F. Wagner
 4 W. S. Dole
 5 A. W. Marston (Captain)
 6 G. P. Witherbee *
 7 E. G. Gilson
 Stroke T. Hall
 Coxswain E. P. Allen *
Substitutes
 F. S. Root

1892 Freshman

A. C. Freeborn
 P. A. Robbins
 E. C. Hagar
 W. B. Sanborn
 H. C. Pitcher
 H. C. Troy (Captain)
 R. L. Shape
 G. W. Collins
 N. N. Sherman *
 J. A. Nichols, Jr.
 E. Heitman, Jr.
 Juan Zalvondo

1893 Varsity

Bow A. C. Freeborn
 2 C. J. Barr (Captain)
 3 E. C. Hagar
 4 P. A. Robbins
 5 R. L. Shape
 6 H. C. Troy
 7 E. G. Gilson
 Stroke T. Hall
 Coxswain N. N. Sherman *
Substitute
 G. W. Collins

1893 Freshman

F. B. Matthews *
 E. H. Bingham
 E. F. Guilford
 G. P. Dyer
 H. L. K. Shaw (Captain)
 W. Howard
 F. C. Slade
 R. B. Hamilton
 J. H. Hall
 M. W. Roe
 Z. W. Wheland

1894 Varsity

Bow A. C. Freeborn
 2 T. Hall (Captain)
 3 E. C. Hagar
 4 G. P. Dyer
 5 T. N. Carver
 6 F. W. Freeborn
 7 R. L. Shape
 Stroke P. A. Robbins
 Coxswain E. P. Allen *
Substitutes
 H. C. Troy
 R. B. Hamilton
 L. L. Tatum

1894 Freshman

J. H. Taussig
 W. B. Chriswell
 C. A. Louis
 E. A. Crawford
 D. C. Scott
 L. Kinney
 L. Dillingham
 E. O. Spillman (Captain)
 F. D. Colson
 W. H. Squire

1895 Varsity

Bow F. C. Slade
 2 W. B. Chriswell
 3 C. S. Moore *
 4 E. Johnston
 5 C. H. Smith
 6 W. B. Sanborn
 7 L. L. Tatum
 Stroke H. C. Troy (Captain)
 Coxswain R. T. Richardson
Substitutes
 E. A. Crawford
 J. H. Taussig
 F. A. Briggs

1895 Freshman

E. J. Savage (Captain)
 C. K. Conrad *
 I. C. Ludlam
 J. Fuller, Jr.
 E. Johnson
 J. C. Inslee *
 C. S. Moore *
 F. A. Briggs
 E. A. Boyd
 H. W. Jeffers
 W. C. White

1895 Varsity (Henley Crew)

Bow	M. W. Roe
2	E. O. Spillman
3	E. C. Hagar
4	F. W. Freeborn (Captain)
5	T. E. Fennell
6	G. P. Dyer
7	C. A. Louis
Stroke	T. Hall
Coxswain	F. D. Colson
<i>Substitutes</i>	

R. L. Shape
W. Bentley
R. B. Hamilton
F. B. Matthews *

1896 Varsity

Bow	I. C. Ludlam
2	W. B. Chriswell
3	C. S. Moore *
4	F. W. Freeborn (Captain)
5	E. J. Savage
6	E. O. Spillman
7	L. L. Tatum
Stroke	F. A. Briggs
Coxswain	F. D. Colson
<i>Substitutes</i>	

E. Johnston
H. C. Troy
F. C. Slade

1896 Freshman

W. B. Stamford
T. L. Bailey
S. W. Wakeman (Captain)
C. M. Oddie
P. Russell
A. C. King
W. C. Dalzell, Jr.
E. B. Carter
S. L. Fisher *

1897 Varsity

Bow	S. W. Wakeman
2	W. Bentley
3	C. S. Moore *
4	A. C. King
5	M. M. Odell
6	E. O. Spillman (Captain)
7	E. J. Savage
Stroke	F. A. Briggs
Coxswain	F. D. Colson
<i>Substitutes</i>	

W. C. Dalzell, Jr.
C. M. Oddie
E. B. Carter
T. L. Bailey

1897 Freshman

P. Will
C. B. Smallwood
P. B. Windsor
R. H. Gamwell
L. F. Hanmer
C. W. Coit
A. R. Ayers
J. W. Ihlder
E. T. Magoffin

H. E. Holloway
R. W. Beardslee

1898 Varsity

Bow	W. C. Dalzell, Jr.
2	W. Bentley
3	S. W. Wakeman
4	T. L. Bailey
5	C. S. Moore*
6	R. W. Beardslee
7	E. J. Savage
Stroke	F. A. Briggs
Coxswain	F. D. Colson (Captain)

Substitutes

A. B. Raymond
E. R. Sweetland

1898 Freshman

C. H. Fay
H. E. Vanderhoef
E. C. King
C. W. Cross
A. Ball
L. S. Lyon (Captain)
S. W. Hartley
C. B. English
N. L. Ritchie

D. R. Thomas
R. W. Robbins
T. B. Taylor
C. A. Tryon

1899 Varsity

Bow	S. W. Hartley
2	H. E. Vanderhoef
3	S. W. Wakeman
4	A. C. King
5	E. R. Sweetland
6	R. W. Beardslee
7	W. C. Dalzell
Stroke	R. W. Robbins
Coxswain	S. L. Fisher (Captain)

Substitutes

L. S. Lyon
C. B. Smallwood

1899 Freshman

A. F. Brinckerhoef
H. L. Chase
L. S. Haskin
F. H. Teagle
A. S. Petty
E. H. Powley (Captain)
E. D. Toohill
J. M. Francis
G. E. Long

W. O. Beyer
E. L. Walker

1899 Four-Oared

Bow	A. R. Ayers
2	L. S. Lyon
3	L. F. Hanmer
Stroke	C. B. English

1900 Varsity

Bow	S. W. Hartley
2	H. E. Vanderhoef
3	A. S. Petty
4	R. W. Beardslee
5	C. B. Smallwood
6	J. M. Francis
7	W. C. Dalzell, Jr. (Captain)
Stroke	R. W. Robbins
Coxswain	G. E. Long

1900 Freshman

H. M. Longyear*
P. F. Ballinger
C. R. Osborne
J. P. Frenzel, Jr.
R. L. Hutton
F. E. Benedict
H. T. Kuschke
W. Merrill
J. G. Smith

Substitutes

T. J. Van Alstyne
S. Hazlewood

1900 Four-Oared

Bow	A. F. Brinckerhoef
2	E. A. Burrows
3	W. O. Beyer
4	A. E. Flowers

1901 Varsity

Bow	S. Hazlewood
2	W. Merrell
3	H. T. Kuschke
4	T. J. Van Alstyne
5	C. A. Lueder
6	H. E. Vanderhoef (Captain)
7	A. S. Petty
Stroke	R. W. Robbins
Coxswain	J. G. Smith

Substitutes

B. H. Smith
E. D. Sebring

1901 Freshman

J. W. Schade
E. A. Wadsworth
W. A. Whittelsey, Jr.
R. W. Nutting
H. W. Torney
R. M. Thompson
J. F. Borden (Captain)
A. R. Coffin
E. G. Atkin

C. A. Lyford
G. W. Walker

1901 Four-Oared

Bow	E. D. Toohill
2	P. F. Ballinger
3	C. L. Edmonston
Stroke	J. P. Frenzel, Jr.

1902 Varsity

Bow	E. D. Sebring
2	W. Merrill
3	A. S. Petty (Captain)
4	T. J. Van Alstyne
5	C. A. Lueder
6	J. P. Frenzel, Jr.
7	S. Hazlewood *
Stroke	A. R. Coffin
Coxswain	J. G. Smith

Substitutes

P. F. Ballinger
H. W. Torney

1902 Freshman

J. L. White
J. Snyder (Captain)
J. W. Fisher
F. Miller
G. W. Foote
H. S. Munroe
L. G. Gates
W. C. Shephard
I. V. Buchanan

C. D. Ruland
C. E. Boesch

1902 Four-Oared

Bow	E. D. Toohill
2	P. F. Ballinger
3	C. L. Edmonston
Stroke	C. A. Lyford

1903 Varsity

Bow C. L. Edmonston
 2 E. A. Wadsworth
 3 E. E. Brawdon
 4 T. J. Van Alstyne
 5 G. W. Foote
 6 R. W. Nutting
 7 C. A. Lueder
 Stroke A. R. Coffin
 Coxswain I. V. Buchanan
Substitutes

J. P. Frenzel (Captain)
 C. C. Adams
 A. Whittemore

1903 Freshman

W. F. Lee
 R. C. Barton
 C. P. Johnson
 P. Folger
 J. H. Whitehead
 H. L. Aller
 W. H. Forbes
 E. T. Foote
 R. R. Slocum

H. F. Locke
 H. S. Krauter

1903 Four-Oared

Bow J. W. Schade
 2 J. Snyder
 3 A. Stone
 Stroke L. F. Bruce

1904 Varsity

Bow C. E. Boesch
 2 E. T. Foote
 3 B. E. Fernow
 4 E. A. Wadsworth
 5 G. W. Foote
 6 P. F. Ballinger
 7 A. Stone
 Stroke R. W. Nutting
 Coxswain C. R. Heggen
Substitutes

A. R. Coffin (Captain)
 W. H. Forbes

1904 Freshman

J. H. Graham
 J. A. Ostos
 F. D. Hooper
 R. H. Bishop
 J. Q. Newton
 R. E. Coulson
 W. S. Stowell
 G. C. Sumner
 W. G. Taylor

G. W. Nasmyth
 C. J. Goodier

1904 Four-Oared

Bow W. F. Lee
 2 R. C. Barton
 3 G. W. Foote
 Stroke E. T. Foote

1905 Varsity

Bow W. S. Stowell
 2 R. C. Barton
 3 C. E. Boesch (Commodore)
 4 J. P. Dods
 5 G. W. Foote
 6 B. E. Fernow, Jr.
 7 W. F. Lee
 Stroke E. T. Foote
 Coxswain W. G. Taylor
Substitutes

G. M. Chapman
 O. W. Roats.

1905 Freshman

T. Earle
 A. A. Allen
 G. C. Hanson
 S. C. Nedham
 L. W. Gavett
 J. W. Holt
 T. W. Welsh
 C. P. Cox
 G. D. Ellsworth, Jr.

J. H. Bromley
 J. A. Carman

1905 Four-Oared

Bow	F. D. Hooper
2	C. D. Barnhardt
3	J. M. Acklin
Stroke	C. J. Goodier

1906 Varsity

Bow	W. S. Newman
2	R. C. Barton
3	W. S. Stowell
4	J. P. Dods
5	L. W. Gavett
6	C. P. Cox
7	W. F. Lee
Stroke	E. T. Foote (Commodore)
Coxswain	W. G. Taylor

1906 Freshman

S. S. Bullen
F. E. Wurst
E. H. Clark
H. N. Simpson
R. W. Conant
G. H. Walder
A. G. Vail
R. W. Weed, Jr.
W. C. Sloan

1906 Four-Oared

Bow	T. W. B. Welsh
2	L. R. Gracy
3	J. M. Acklin
Stroke	C. J. Goodier

* Deceased

CORNELL NAVY RECORD

<i>Place</i>	<i>Contestants in Order of Finish</i>	<i>Time</i>	<i>Distance</i>	<i>Boat</i>
1872				
Ithaca, May 11	Union Springs, Cornell	16.54	2	4
1873				
Springfield, July 16	Yale, Wesleyan, Harvard, Cornell, Columbia, Dartmouth, Amherst, Bowdoin, Mass., Agriculture, Trinity, Williams	16.59	3	6
1874				
Saratoga, July 18	Columbia, Wesleyan, Harvard, Williams, Cornell, Dartmouth, Princeton, Trinty, Yale	16.42	3	6
1875				
Ithaca, May 22	Cornell, Union Springs	11.14	2	6
Saratoga, July 13	(Freshman) Cornell, Harvard, Brown, Princeton	17.32½	3	6
Saratoga, July 14	Cornell, Columbia, Harvard, Dartmouth, Wesleyan, Yale, Amherst, Brown, Williams, Bowdoin, Hamilton, Union, Princeton	16.53½	3	6
1876				
Ithaca, June 12	Cornell, Watkins	13.30	2	6
Saratoga, July 19	(Freshman) Cornell, Harvard, Columbia	17.23½	3	6
" "	(Single) Cornell (C. S. Francis) Harvard, Columbia, Pennsylvania	13.42¾	3	6
" "	Cornell, Harvard, Columbia, Union, Wesleyan, Princeton	17.01½	3	6
1878				
Ensinore (Owasco Lake) July 17	(Freshman) Cornell, Harvard	17.13¾	3	8
1879				
Ithaca, May 30	Watkins, Cornell	13.25	2	4
Lake George, July 18	Columbia, Wesleyan, Cornell	8.26	1½	4
1880				
Lake George, July 16	Cornell, Pennsylvania, Columbia	9.12	1½	4
1881				
Henley, Eng., June 30	London, Thames, Cornell	8.56	1 mi. 550 yds.	4
" July 2	Hertford College, Cornell		1 mi. 550 yds.	4
London, Eng., July 14	London, Thames, Cornell	8.19	1¾	4
Vienna, Austria, Aug. 11	Cornell defeated			4
1882				
Lake George, July 4	Pennsylvania, Wesleyan, Princeton, Cornell, Bowdoin	9.35	1½	4

<i>Place</i>	<i>Contestants in Order of Finish</i>	<i>Time</i>	<i>Distance</i>	<i>Boat</i>
1883				
Cazenovia Lake, May 25 .	Cornell, Elmira, Syracuse	11.35	2	4
Lake George, July 4 .	Cornell, Pennsylvania, Princeton, Wesleyan	11.57	1½	4
1884				
Philadelphia, June 19 .	Pennsylvania, Cornell, Princeton	9.06½	1½	4
Saratoga, July 6 . .	Pennsylvania, Cornell, Bowdoin, Princeton, Columbia	8.39¾	1½	4
1885				
Philadelphia, June 19 .	Cornell, Pennsylvania	8.51	1½	4
Worcester, Mass., July 4 .	Cornell, Brown, Bowdoin, Pennsylvania	9.10½	1½	4
1886				
Saratoga .	(Junior Singles) Cornell (H. S. Howland) .	10.8	1½	4
1887				
Newark, June 11 . . .	Cornell, three Boat Clubs	8.13½	1½	4
Worcester, Mass. July 5 . .	Cornell, Bowdoin	9.38	1½	4
1888				
Philadelphia, July 4 .	Cornell, Pennsylvania, New York Rowing Club . . .	8.19½	1½	4
1889				
New London, June 27 .	Cornell, Columbia, Pennsylvania	15.30	3	8
Philadelphia, July 4 . . .	Cornell, Crescents, Fairmounts	7.03	1½	8
" " 5	Cornell, Pennsylvania	6.40*	1½	8
1890				
Ithaca, June 18	Cornell, Bowdoin	17.30	3	8
New London, June 24 .	(Freshman) Cornell, Columbia, Yale	11.16½	2	8
" " 26	Cornell, Pennsylvania	14.43*	3	8
1891				
New London, June 20 .	(Freshman) Cornell, Columbia	10.38	2	8
" " 25	Cornell, Pennsylvania, Columbia	14.27½*	3	8
1892				
Ithaca, June 9	(Freshman) Cornell, Columbia	10.56	2	8
Newark, May 31	Cornell, New York Athletic Club	7.21*	1½	8
Ithaca, June 15	Cornell, Pennsylvania	17.26	3	8
1893				
New London, June 20	(Freshman) Cornell, Columbia	10.08	2	8
Lake Minnetonka, Minn., July 8 .	Cornell, Pennsylvania	23.40	4	8
1894				
Torresdale, Pa., June 16	Cornell, Pennsylvania	21.12½	4	8
Ithaca, June 18	(Freshman) Cornell, Dauntless R. C.	11.15¾	2	8

<i>Place</i>	<i>Contestants in Order of Finish</i>	<i>Time</i>	<i>Distance</i>	<i>Boat</i>
1895				
Ithaca, June 14 . . .	(Freshman) Cornell, Pennsylvania . . .	11.18 $\frac{3}{5}$	2	8
Poughkeepsie, June 24 . .	Columbia, Cornell, Pennsylvania . . .	21.25	4	8
Henley, Eng., July 10 . .	Trinity Hall, Cornell . . .	7.15	1 mi. 550 yds.	8
1896				
Poughkeepsie, June 26 . .	(Freshman) Cornell, Harvard, Pennsylvania, Columbia . .	10.18	2	8
" " . . .	Cornell, Harvard, Pennsylvania, Columbia . .	19.29*	4	8
1897				
Annapolis, May 30 . . .	Cornell, Naval Cadets . . .	11.15	2	8
Poughkeepsie, June 23 . .	(Freshman) Yale, Harvard, Cornell . . .	9.19 $\frac{1}{2}$ *	2	8
" " 25 . . .	Cornell, Yale, Harvard, Columbia . . .	20.34	4	8
" " 30 . . .	(Freshman) Cornell, Pennsylvania . . .	9.21 $\frac{1}{5}$	2	8
" July 2 . . .	Cornell, Columbia, Pennsylvania . . .	20.47 $\frac{4}{5}$	4	8
1898				
New London, June 23 . . .	(Freshman) Yale, Harvard, Cornell . . .	11.22 $\frac{3}{5}$	2	8
" " . . .	Cornell, Yale, Harvard . . .	23.48	4	8
Saratoga, July 2 . . .	(Freshman) Cornell, Columbia, Pennsylvania . . .	10.57 $\frac{3}{5}$	2	8
" " . . .	Pennsylvania, Cornell, Wisconsin, Columbia . . .	15.51 $\frac{1}{2}$	3	8
1899				
Ithaca, May 30 . . .	(Junior) Cornell, Pennsylvania . . .	11.26 $\frac{1}{2}$	2	8
Poughkeepsie, June 26 . .	(Freshman) Cornell, Columbia, Pennsylvania . . .	9.55	2	8
" " . . .	Pennsylvania, Cornell . . .	11.12	2	4
" " . . .	Pennsylvania, Wisconsin, Cornell, Columbia . . .	20.04	4	8
1900				
Philadelphia, May 30 . . .	(Junior) Pennsylvania, Cornell, Columbia . . .	8.17	1 $\frac{1}{2}$	8
Poughkeepsie, June 20 . .	(Freshman) Wisconsin, Pennsylvania, Cornell, Columbia . .	9.45 $\frac{2}{5}$	2	8
" " . . .	Pennsylvania, Columbia, Cornell . . .	10.31 $\frac{1}{5}$	2	4
" " . . .	Pennsylvania, Wisconsin, Cornell, Columbia, George- town . . .	19.44 $\frac{3}{5}$	4	8
1901				
Ithaca, May 30 . . .	(Junior) Cornell, Columbia, Pennsylvania . . .	10.52	2	8
Poughkeepsie, July 2 . . .	(Freshman) Pennsylvania, Cornell, Columbia, Syracuse . .	10.20 $\frac{1}{5}$	2	8
" " . . .	Cornell, Pennsylvania, Columbia . . .	11.39 $\frac{3}{5}$	2	4
" " . . .	Cornell, Columbia, Wisconsin, Georgetown, Syracuse, Pennsylvania . . .	18.53 $\frac{1}{5}$ *	4	8
1902				
Ithaca, May 30 . . .	(Junior) Cornell, Syracuse, Harvard (Newell Club) . . .	10.48	2	8
Philadelphia, May 30 . . .	(Junior) Pennsylvania, Columbia, Cornell . . .		2	8
Poughkeepsie, June 21 . .	(Freshman) Cornell, Wisconsin, Columbia, Syracuse, Pennsylvania . . .	9.39 $\frac{1}{5}$	2	8
" " . . .	Cornell, Pennsylvania, Columbia . . .	10.43 $\frac{3}{5}$	2	4
" " . . .	Cornell, Wisconsin, Columbia, Pennsylvania, Syracuse, Georgetown . . .	19.05 $\frac{3}{4}$	4	8

<i>Place</i>	<i>Contestants in Order of Finish</i>	<i>Time</i>	<i>Distance</i>	<i>Boat</i>
1903				
Ithaca, May 30 . . .	(Junior) Cornell, Pennsylvania, Harvard	11.14 $\frac{1}{2}$	2	8
Poughkeepsie, June 26	(Freshman) Cornell, Syracuse, Wisconsin, Columbia, Pennsylvania	9.18*	2	2
" "	Cornell, Pennsylvania, Wisconsin, Columbia	10.34	2	4
" "	Cornell, Georgetown, Wisconsin, Pennsylvania, Syracuse, Columbia	18.57	4	8
1904				
Ithaca, May 28 . . .	(Junior) Cornell, Harvard	11.27 $\frac{1}{3}$	2	8
Poughkeepsie, June 28	Cornell, Columbia, Pennsylvania, Wisconsin, Georgetown	10.50 $\frac{3}{4}$	2	4
" "	(Freshman) Syracuse, Cornell, Pennsylvania, Columbia	10.01	2	8
" "	Syracuse, Cornell, Pennsylvania, Columbia, Georgetown, Wisconsin	20.22 $\frac{2}{3}$	4	8
1905				
Cambridge, May 30 .	(Varsity) Cornell, Harvard	10.09 $\frac{1}{3}$	2	8
Philadelphia, May 30	(Junior) Cornell, Pennsylvania, Yale	6.34	1 $\frac{5}{16}$	8
Poughkeepsie, June 28	(Freshman) Cornell, Syracuse, Columbia, Pennsylvania	9.39 $\frac{1}{2}$	2	8
" "	Syracuse, Cornell, Pennsylvania, Columbia, Wisconsin	10.15 $\frac{1}{3}$ *	2	4
" "	Cornell, Syracuse, Georgetown, Columbia, Pennsylvania, Wisconsin	20.29	4	8
1906				
Ithaca, May 30 . .	(Junior) Cornell, Pennsylvania	11.01 $\frac{2}{3}$	2	8
Cambridge, May 30	(Varsity) Cornell, Harvard	10.41 $\frac{3}{4}$	1 $\frac{7}{8}$	8
Poughkeepsie, June 23	(Freshman) Syracuse, Cornell, Wisconsin, Columbia, Georgetown	9.51 $\frac{3}{4}$	2	8
" "	Cornell, Syracuse, Columbia, Pennsylvania	10.35 $\frac{1}{2}$	2	4
" "	Cornell, Pennsylvania, Syracuse, Wisconsin, Columbia, Georgetown	19.36 $\frac{1}{3}$	4	8

*Record established.



CORNELL OF THE PRESENT

